

Rev: 2/14/26. Approved at club meeting

General Provisions

I. Use of field

Use of the flying field is restricted to club members and their guest. Members using 2.4 GHz are not required to use the frequency board. Members using 72 MHz must use the frequency board and display the pin on their transmitter along with leaving their ID card in place of the pin number.

All flyers are required to have an AMA membership and a club membership. Guest of members must belong to the AMA and provide proof. The member bringing the guest must be present at the flying field when he/she fly's.

The Official National AMA Safety Code is an integral part of the club's field rules.

There is no smoking permitted inside the pavilion area.

II. Pilots

Permission to fly solo is restricted to current AMA members. Club members or their guests may fly using a buddy box yoked to a master transmitter in the hands of a qualified instructor.

In order to qualify to fly solo, a pilot must demonstrate to the safety coordinator, club officer or flight instructor his/her safe control of the RC aircraft.

III. Guests, Spectators and Visitors

Spectators must remain under the shelter or behind the fence separating the pits from the parking area. Guest pilots must be AMA members and must be qualified to fly solo. Guests are welcome to fly up to five days per year, inclusive of club events, at the pleasure of the membership. Relatives or out-of-town guests of a club member may fly with their host up to ten days a/year. Guests must sign a log book kept in the club house when they use the field and it will contain the following information: Name, AMA number, FAA number, Date and Host. The logbook will have a statement that they must sign acknowledging that they have reviewed and will abide by the Airmaster's rules.

Non-pilots will not be allowed in the pits unless: 1) They are receiving flight instruction or are escorted by a club member, 2) They are spotting for a person who is flying and 3) The pits are made safe and opened to the public.

IV. Radio Frequency Control

1. Pilots may use only those radio frequencies approved by the FCC for model aviation. Including 2.4 GHz and 72 MHz (See the AMA's table of approved frequencies) or be FCC licensed (HAM) operators using the amateur-service radio frequencies 50 MHz (channels 00 - 09). Please note: this 50MHz frequency is also used by ground boats and car/trucks. 27 MHz channel A1 - A6 (mostly used by park flyers and CB radio).

2. Because radios transmitting on the same fixed frequency (e.g., channel 55 on the 72 MHz band) interfere with each other, the following frequency-control procedures apply: Radios that transmit on a fixed frequency must NOT be turned on until the corresponding frequency-control pin (the one bearing the same channel number as the transmitter) has been transferred to the transmitter from the clubs frequency control board. The pin must remain with the transmitter while in use. When not in use, the pin should be returned to the frequency control board, and the transmitter should be switched off and kept in the impound area. Use of the frequency pin (channel) is limited to 15 minutes when others are waiting to fly on that channel. Pilots sharing a common frequency (channel) should inform each other of that fact and cooperate in the interest of safety.

3. Signals radiating from spread spectrum transmitters (2.4 GHz) do not interfere with each other so frequency-control procedures are unnecessary for 2.4 GHz.

Accidents

If anyone causes an accident by failing to follow the rules above, the pilot will be liable for all losses. If more than one person is at fault, they share the liability.

V. Flight Restrictions

Flying over the pits or the spectator and parking areas is forbidden.

A maximum of five (5) aircraft are allowed in the air at one time. Exceptions may be made (at the discretion of the Safety Coordinator) for special occasions.

Other than takeoff and landing, all maneuvers for aircraft, helicopters, and drones, including low passes, aerobatics, 3D flying, hovering, etc.. shall be performed no closer than the centerline of the runway. When over the runway, turns must be made away from the flight line

Turbine engines

Turbine engines are permitted.

VI. Runway and Pits Procedures

Airplanes must be physically restrained while starting and running up their engines.

Airplanes must not be taxied through the pits at any time. Large aircraft shall be hand walked out of the pit area until the aircraft reaches the entrance to the runway.

Airplanes should not be kept on the ground between the tables and the sunshade posts in the pit area.

Building Interior Safety

While being maintained or repaired under the building roof, all aircraft are to be disconnected from power unless the propellers have been removed. All live testing of power systems is to be done outside the building, properly restrained on a table or on the ground, and pointed toward the runway. Cars may be maintained inside the building but must be disconnected from power. Vehicle motor testing must be done outside the building.

Airplanes should not be placed on the floor of the pavilion during normal operations as this is a tripping hazard. Inclement weather and limited pilots onsite are some valid exemptions, but if it is busy, place aircraft on the tables and airplane stands.

Hand launching from the flight line

It is permissible to hand- launch gliders and small aircraft from pilot stations. If another pilot is in close proximity, be sure he is aware of your intentions. If possible, hand launches should take place at the ends of the pilot-stations row and on the sides away from other pilots flying at the time.

Runway area

Takeoffs and landings should be in the direction indicated by the sign located near the middle of the field. The sign shall be set with the arrow pointing into the wind. The flight direction also indicates the pattern direction (see below). During flight, if the wind changes direction, loudly announce your landing direction, i.e. "landing, right to left". If the wind direction change appears to be permanent, the pattern direction should be changed.

Before taxiing out to take off, a pilot must advise those flying that they are going to be taking off.

Before walking onto the runway, a person must advise those flying (loudly) that there is a going to be a person "on the runway," and then get on and off the field as quickly as possible.

VII. Flight-Line Procedures

Meetings: Any time a club meeting is scheduled by The Board of Directors or Club President at the flying site of the Airmasters RC Club (10) ten minutes prior to the meeting, all engines in the pit area will stop, and flying will stop until the meeting has been adjourned.

Flight stations: While flying, pilots must stand behind the safety fence in the designated flying areas. If a pilot stands on the runway to take off (e.g., to hand-launch a power aircraft/glider or simply to ensure a safe takeoff), the pilot is to return behind the safety fence. The designated flight areas are between the 2 red posts in front of the pavilion.

Pattern: When two or more pilots are flying at the same time they should generally fly in the same clockwise (right to left takeoff/landing) or counterclockwise (left to right) pattern, with the up-wind leg being above the runway and the down-wind leg being farther out.

Intentions: when a pilot plans to land or do touch and goes they must advise other pilots on the flight line of their intentions

Dead stick: a pilot forced to make a dead-stick landing must shout out the words "dead-stick" so that others, including those standing far out on the runway, can hear the warning and yield the right-of-way.

Flight time, is limited to 10 minutes (per flight) **when others are waiting to fly.**

Moving from electric power to liquid-fuel engines: If a new pilot has learned on electric airplanes and has never flown one with glow or gasoline power, the pilot must work with a club instructor for a check-flight on the liquid-fuel powered aircraft before operating it as a solo pilot (Required) Experienced pilots who have only flown electric aircraft should also work with a club instructor to make sure they understand the performance differences in liquid – fuel powered aircraft before flying as a solo pilot. (Optional but recommended)

Training flights: Flight instructors should generally limit training flights to ten minutes each, with three flights per student per day.

Yielding to other aircraft: Members are expected to use common sense and courtesy before taking off when other aircraft are flying. Trying to mix dissimilar aircraft or styles of flying may cause unsafe conflicts. For example, if combat is taking place, it would be unwise for a student pilot to be in the air. Good judgment should be used if there are people flying 3D, high-speed racing planes or jets, micro planes, very slow aircraft trainers, helicopters, etc. The question to ask is, "Will my airplane or style of flying cause conflict with other aircraft in the air: "If so it would be best to wait until conditions change or to ask flight-line pilots if it's okay to take off.

VIII. Noise Control

Mufflers or sound-muffling exhaust pipes are required on engines that are .090 cubic inch or larger. Engines that require long periods of run time to test, adjust or break them in must be done in the designed test area at the southern edge of the parking area.

IX. Safety Coordinator

The club's Safety Coordinator is authorized to investigate alleged rule violations and to dispense appropriate counseling, warnings or reprimands as needed. Any member who repeatedly ignores the Safety Coordinator's counsel is to be considered to be in flagrant violation of the rules and will be issued a written notice to that effect by the President in consultation with the Safety Coordinator. If a member in flagrant violation of the rules continues to violate the rules, his flying privileges will be suspended, at the discretion of the President in consultation with the Safety Coordinator and the Board of Directors. A member may appeal to the Board of Directors to have his flying privileges reinstated.

The Safety Coordinator may put an airplane or a pilot on probation at a moment's notice stipulating that specific steps be taken to resolve a hazardous situation; for example, "This airplane must not be flown until it passes a radio range test," or "You must not fly solo when the wind is out of the west until you can land safely from the east.

The plane or pilot comes off probation automatically once the remedial steps have resolved the hazard. If a claimed hazard is in dispute, the Board of Directors is the final arbiter.

The club's flight instructors are deputized to fill in for the Safety Coordinator in their absence for pre-flight inspections of new and rebuilt (after crash) aircraft.

The **plane owner's responsibility** is to ask the Safety Coordinator or a flight instructor to perform this inspection.

X. Helicopter/Drones/quad-copters

Flying this type of aircraft from the main runway is not permitted until the pilot is proficient at flying them.

Helicopters/Drones/Quad-copters and fixed wing aircraft are not to fly at the same time unless the flight-line pilots agree it's okay.

Beginners must fly at the south end of the north-south runway at a safe distance from the pit area and east-west runway to practice maneuvers never allowing the aircraft to enter an active runway.

Proficiency examples are:

- a. Be able to show a stable hover keeping the aircraft from drifting.
- b. Be comfortable in forward flight.
- c. Be able to do figure eights while maintaining a consistent altitude and speed.
- d. Be able to perform a controlled decent.
- e. Show safety awareness when handling, starting, and or disarming the aircraft.

XI. R/C Car and Truck track

Use of the R/C track is restricted to Airmasters members and their guests. Guests, Spectators and Visitors rules for the track are the same as General Provision III above

All members and guests are to adhere to the R.O.A.R. Safety rules as posted by the AMA.

R.O.A.R. General Safety Rules for the R/C Track

1.5.2 Open flames or smoking are prohibited within 50 feet of areas where fuel (either nitro or gasoline) is present.

1.5.3 Racing activities must always provide for the maximum safety of all individuals including spectators, drivers, pit crews, and officials. Care should be taken when organizing unusual or unfamiliar racing formats or events, to ensure that safety is not compromised.

1.5.4 The safety of spectators is of prime importance and must be considered when laying out tracks and spectator areas. A positive means of stopping a vehicle must be provided between the track area and any area accessible to spectators, drivers, officials, or pit crews. The main consideration for selecting this barrier will be the protection of the individual and not protection of the cars or convenience of operation. Barriers must meet the specifications contained in section 2.1: Track Barriers.

1.5.5 The safety of officials, drivers, and pit crews is of equal importance, but it is assumed that they are more aware of any potential danger. Barriers as specified in section 2.1: Track Barriers shall be provided between the racing surface and the areas used for the pits and the drivers' stand, and to protect those officials who must occupy relatively fixed positions near the racing surface.

1.5.6 Everyone in the racing area and pits, including spectators, must wear closed-toe shoes. Anyone behind the spectator control barrier is not included in this requirement, provided there is a positive means of preventing entry to the racing area.

1.5.7 Disabled cars will be taken off the track. No repair work will be allowed on the track or the infield while a race is taking place.

1.5.8 A driver may not operate a vehicle while positioned outside the designated driving area or drivers' stand, nor may the vehicle be operated on any surface other than the racing surface or designated pit lane (where relevant).

1.5.9 The Race Director must ensure that all drivers, pitcrew members, and spectators are in a safe position while the cars are on the track.

1.5.10 Prior to operating a vehicle, all drivers must sign in and give officials the radio frequencies that will be used. Except in the case of a driver using a 2.4GHz DSM/DSS system, Race officials must approve any changes to these frequencies.

1.5.11 All drivers operating vehicles in practice sessions, or working on a vehicle in the pits with its radio on, must comply with the appropriate frequency control system in use at the facility, or have approval from a race official. (See Rule 2.3.3 for exceptions). At facilities using the "clip off" system, the driver must display the frequency clip prominently, preferably on the antenna of the transmitter. At facilities using the "clip on" system, the driver must ensure that a clip or other marker displaying his name is attached to the correct frequency identifier on the frequency board before turning on his transmitter.

1.5.12 Drivers must turn their radios on before turning their vehicle on or starting its engine. Drivers must also turn their vehicle off or stop its engine before turning their radios off. All fuel-powered cars on the track or in the pits must be controlled by a working radio, be on a test stand, or be in the hot pit area. Drivers are NOT permitted to turn on any radio (frequency or DSS/DSM) during any race unless they are officially participating that heat or main or practice session. If a radio must be turned on for any reason, it may be only within the race director or technical director's view and approval.

1.5.13 Race Officials may inspect any component of a vehicle at any time if a safety hazard is suspected.

1.5.14 Off-road cars with exposed gears must be equipped with gear covers. Vehicles found without gear covers at pre-race inspection will not be allowed to compete in that race, and vehicles found without gear covers at post-race inspection will be disqualified from that race unless adequate proof can be provided that the cover was forcibly lost during the race.

1.5.15 At all ROAR events, functioning portable UL approved 2-1/2 pound minimum, ABC rated dry chemical or halon fire extinguishers, equipped with capacity gauges, must be in the pits and at track side. Tracks must have two (2) 5 gallon buckets of sand one at pit entrance and pit exit. Also, the track must have several 5 gallon buckets of sand placed in the racers pit/table/chair area.

1.5.16 At fuel events, provisions for the proper disposal of waste fuel must also be in place.

1.5.17 A suitable, weatherproof first aid kit, composed of individually packaged supplies, must be available at all events, and a telephone number for medical assistance should be posted on the first aid kit, at the Race Control area, and near all phones.

1.5.18 For safety reasons, if an auxiliary battery is used in any vehicle to provide power to the radio system, this battery should not have a higher voltage than the voltage listed in the manufacturer's specifications for the radio receiver or servos being used.

1.5.19 The use of flammable liquids for the purpose of cooling overheated engines is strictly prohibited. At least two half-gallon containers of water must be available in the pits for cooling overheated engines.